

Draft

Order Amending the Order on driver training and driving tests¹⁾

§ 1

Order No 1150 of 26 September 2025 on driver training and driving tests is amended as follows:

1. The *footnote* to the title of the Order is worded as follows:
2. “1) The Order contains provisions implementing Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences, Official Journal of the European Union 2006, No. L 403, page 18, as amended by Commission Directive (EU) 2020/612 of 4 May 2020 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences, Official Journal of the European Union 2020, No. L 141, page 9. The Order contains provisions that have been notified as a draft in accordance with Directive (EU) 2015/1535 of the European Parliament and of the Council laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (codification).”
3. The *Introduction* has been drawn up as follows:
4. “By virtue of Section 56(7), first to third sentences, Section 56a(2), Section 56b, Section 57(2), first sentence, Section 63(5), first and fourth sentences, Section 64(5), Section 118(15), first sentence, Section 134a(2) and Section 134c of the Road Traffic Act, see Consolidation Act No 118 of 12 January 2026, and by authorisation under Section 3(1) and (5) of Order No 787 of 18 June 2025 on the tasks and powers of the Danish Road Traffic Authority and the right of appeal:”
5. *Annex 1* is worded as Annex 1 to this order.
6. *Annex 3* is worded as Annex 2 to this order.

§ 2

(1) The Order enters into force on 1 July 2026.

¹⁾ The Order contains provisions implementing Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences, Official Journal of the European Union 2006, No. L 403, page 18, as amended by Commission Directive (EU) 2020/612 of 4 May 2020 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences, Official Journal of the European Union 2020, No. L 141, page 9. A draft of this Order has been notified in accordance with Directive (EU) 2015/1535 of the European Parliament and of the Council laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (codification).

Provisions for vehicles used for practice driving and practical tests

I. Inspection and registration requirements

Motor vehicles and large mopeds used for practice driving and practical tests must be inspected and approved by a testing centre and registered before they are put into service.

Motor vehicles belonging to Danish Defence are approved by the Danish Defence Materials and Procurement Agency (FMI).

The requirement for inspection and approval as a training vehicle does not apply to vehicles for commercial carriage of passengers in category D1 if the applicant holds a category D1 or D driving licence, or vehicles for commercial carriage of passengers in category D if the applicant holds a category D driving licence.

II. Provisions on fittings and equipment

Category AM

A two-wheeled moped with an internal combustion engine with displacement of not more than 50 cm³ and with a maximum design speed of 45 km/h. The moped must have automatic transmission and be equipped with direction-indicator lamps, a rear-view mirror on each side, and side or central kickstand. It shall also be equipped with a speedometer.

Category A1

A two-wheeled motorcycle, category A1, without sidecar, with a maximum engine power of 11 kW and with a power to kerb weight ratio not exceeding 0.1 kW/kg, and which may achieve a speed of at least 90 km per hour in accordance with the type-approval of the vehicle, or notified EC type-approval, or in accordance with the information on engine power, kerb weight, and maximum speed registered in the National Vehicle Register.

If the motorcycle is powered by an internal combustion engine, its displacement must be at least 120 cm³ according to the vehicle's type approval or notified EC type approval, or according to the information on the engine's displacement as registered in the National Vehicle Register.

If the motorcycle is powered by an electric motor, its power to kerb weight ratio must be at least 0.08 kW/kg according to the vehicle's type approval or notified EC type approval, or according to the information on the engine's power output and kerb weight as registered in the National Vehicle Register.

The motorcycle must be equipped with direction-indicator lamps, a rear-view mirror on each side, a passenger seat and footrests for the passenger, as well as side or central kickstand. It must also be equipped with a speedometer and may be fitted with brakes adjusted for the driving instructor or the driving examiner.

Category A2

A two-wheeled motorcycle, category A2, without sidecar, with engine power of at least 20 kW but not more than 35 kW and with a power to kerb weight ratio not exceeding 0.2 kW/kg, and a top speed of at least 130 km per hour in accordance with the type-approval of the vehicle, or notified EC type-approval, or in accordance with the information on engine power, kerb weight, and maximum speed registered in the National Vehicle Register.

If the motorcycle is powered by an internal combustion engine, its displacement must be at least 250 cm³ according to the vehicle's type approval or notified EC type approval, or according to the information on the engine's displacement as registered in the National Vehicle Register.

If the motorcycle is powered by an electric motor, its power to kerb weight ratio must be at least 0.15 kW/kg according to the vehicle's type approval or notified EC type approval, or according to the information on the engine's power output and kerb weight as registered in the National Vehicle Register.

The motorcycle must be equipped with direction-indicator lamps, a rear-view mirror on each side, a passenger seat and footrests for the passenger, as well as side or central kickstand. It must also be equipped with a speedometer and may be fitted with brakes adjusted for the driving instructor or the driving examiner.

Category A

A two-wheeled motorcycle, category A, without a sidecar, with a kerb weight exceeding 180 kg, with engine power of at least 50 kW and a top speed of at least 130 km/h according to the vehicle's type approval or notified EC type approval, or according to the information registered in the National Vehicle Register regarding kerb weight, engine power and maximum speed.

A tolerance of 5 kg is accepted for the requirement on the motorcycle's kerb weight.

If the motorcycle is powered by an internal combustion engine, its displacement must be at least 600 cm³ according to the vehicle's type approval or notified EC type approval, or according to the information on the engine's displacement as registered in the National Vehicle Register.

If the motorcycle is powered by an electric motor, its power to kerb weight ratio must be at least 0.25 kW/kg according to the vehicle's type approval or notified EC type approval, or according to the information on the engine's power output and kerb weight as registered in the National Vehicle Register.

The motorcycle must be equipped with direction-indicator lamps, a rear-view mirror on each side, a passenger seat and footrests for the passenger, as well as side or central kickstand. It must also be equipped with a speedometer and may be fitted with brakes adjusted for the driving instructor or the driving examiner.

Motorcycle with sidecar

A two-wheeled motorcycle with sidecar an engine power to kerb weight ratio of at least 0.16 kW/kg in accordance with the information on the engine power and kerb weight of the vehicle as registered in the National Vehicle Register.

The motorcycle must be equipped with direction-indicator lamps, a rear-view mirror on each side, a passenger seat and footrests for the passenger. It must also be equipped with a speedometer and may be fitted with brakes adjusted for the driving instructor or the driving examiner.

General information concerning motorcycles

A tolerance of up to 5 cm³ is accepted for the engine displacement requirement for categories A1, A2 and A.

If no information is available on the kerb weight (unladen weight plus water, oil and fuel), the motorcycle's unladen weight plus 15 kg shall be used.

If there is no type approval or notified EC type approval, and the information is not available in the National Vehicle Register, then the vehicle's factory kerb weight, unladen weight, engine displacement, top speed and engine power shall be used.

Category B

A four-wheeled passenger car for a maximum of 9 people, including the driver, with a maximum permissible gross weight of 3 500 kg.

The car must have a kerb weight of at least 825 kg and a top speed of at least 130 km/h according to the vehicle's type approval or notified EC type approval, or according to the information registered in the National Vehicle Register regarding kerb weight and maximum speed. As an alternative to the kerb weight of 825 kg, the car may have a length and width of at least 3.80 m and 1.45 m respectively, in accordance with the vehicle's type approval or notified EC type approval, or in accordance with information from the car manufacturer about the car's factory length and width.

If there is no type-approval or notified EC type-approval, and the vehicle's top speed is not stated in the National Vehicle Register, the vehicle's top factory speed shall be used.

There shall be space in the car for at least four adult persons.

The car must be equipped with mirrors, see the Order on detailed regulations for the fitting-out and equipping and use of vehicles as regards mandatory rear-view mirrors. Vehicles where an exterior rear-view mirror on the right-hand side is not mandatory under the Order on detailed regulations for the fitting-out and equipping and use of vehicles must, however, be fitted with a category I exterior rear-view mirror on the right-hand side for use by the learner driver.

For use by the driving instructor and the driving examiner, in addition to the rear-view mirrors required by the Order on detailed regulations for the fitting-out and equipping and use of vehicles, the car must also be equipped with the following mirrors:

- 1) an interior rear-view mirror of category I,
- 2) a category I exterior rear-view mirror on the right side,
- 3) an interior flat mirror with a reflecting surface of at least 50 cm² the observation of the learner, and
- 4) a category I exterior rear-view mirror on the left side.

The requirements for category I mirrors are set out in the Order on detailed regulations on the fitting-out, equipping, and use of vehicles. Mirrors may be replaced by a camera/monitor solution in accordance with the Order on detailed regulations for the fitting-out and equipping and use of vehicles. Line of sight to the camera/monitor solution, which is to replace the mirrors for the use of the driving instructor and the driving examiner, may not be adversely affected by the position, hand position, etc. of the learner driver.

The mandatory original exterior rear-view mirror on the right-hand side is reserved for the learner driver.

Other requirements

The steering wheel of the car shall be placed on the left side.

The car must be equipped with an extra control for the audible warning device for use by the driving instructor, and there must be two extra signal lamps for the direction-indicator lamps at the driving instructor's seat – one for each side.

The car shall be equipped with a speedometer. If the whole of the speedometer scale cannot be read from the driving instructor's seat, an additional speedometer must be installed that shows the same speed as the car's original speedometer. When assessing the possibility of reading the original speedometer from the driving instructor's seat, it is assumed that with the driver's hands correctly positioned on the steering wheel (in a position corresponding to the clock position "quarter to three"), the driving instructor/examiner must be able to read the whole of the speedometer scale from all seat positions and without turning their head.

Special pedals must be installed at the driving instructor's seat so that the instructor can disengage the engine and brake the car independently of the student driver. The driving instructor's brake and clutch pedals

must not be depressed when the corresponding pedal in the driver's seat is activated. An additional accelerator pedal may also be installed.

If the car is equipped with automatic transmission, the gear selector must be positioned so that it can be operated by the driving instructor, instead of a clutch pedal.

Category B with large trailer (B+), which does not require a category B/E driving licence

A passenger car, category B, coupled to a trailer with an actual gross weight of at least 800 kg.

The total permissible laden weight of the vehicle combination shall be more than 3 500 kg and may not exceed 4 250 kg.

The top speed of the vehicle combination shall be at least 100 kilometres per hour.

The load space of a trailer throughout its length shall be a closed car body or a closed tarpaulin structure, which is at least as high and wide as the passenger car.

If the trailer is wider than the passenger car, the passenger car must, in addition to the mirrors mentioned under category B, be equipped with a mirror on each side for use by the applicant. The mirrors shall be capable of being adjusted in such a way as to achieve sufficient rearward vision along the sides of the vehicle combination.

Category B/E

A passenger car, category B, coupled to a trailer with an actual gross weight of at least 800 kg.

The total permissible laden weight of the vehicle combination shall be more than 4 250 kg.

The top speed of the vehicle combination shall be at least 100 kilometres per hour.

The load space of a trailer throughout its length shall be a closed car body or a closed tarpaulin structure, which is at least as high and wide as the passenger car.

If the trailer is wider than the passenger car, the passenger car must, in addition to the mirrors mentioned under category B, be equipped with a mirror on each side for use by the applicant. The mirrors shall be capable of being adjusted in such a way as to achieve sufficient rearward vision along the sides of the vehicle combination.

Category C1

A lorry, category C1, with a length of at least 5 m and with a maximum permissible laden weight of between 4 000 kg and 7 500 kg, and a top speed of at least 80 km per hour. The lorry must have hydraulic service brakes with vacuum booster and ABS brakes, and a tachograph in accordance with Regulation (EU) 165/2014.

The lorry must be equipped with mirrors, see the Order on detailed regulations for the fitting-out and equipping and use of vehicles as regards mandatory rear-view mirrors.

For use by the driving instructor and the driving examiner, in addition to the rear-view mirrors required by the Order on detailed regulations for the fitting-out and equipping and use of vehicles, the lorry must also be equipped with the following mirrors:

- 1) a category II exterior rear-view mirror on the right side,
- 2) an interior flat mirror with a reflecting surface of at least 50 cm² the observation of the learner, and
- 3) a category II exterior rear-view mirror on the left side.

The requirements for category II mirrors are set out in the Order on detailed regulations on the fitting-out, equipping, and use of vehicles. Mirrors may be replaced by a camera/monitor solution in accordance with the Order on detailed regulations for the fitting-out and equipping and use of vehicles. Line of sight to the camera/monitor solution, which is to replace the mirrors for the use of the driving instructor and the driving examiner, may not be adversely affected by the position, hand position, etc. of the learner driver.

The load space of a lorry throughout its length shall be a closed car body or a closed tarpaulin structure, which is at least as high and wide as the driving cab.

There shall be space in the cab for at least two people. If an interpreter is required during the test, or if the vehicle is used for practice driving supervised by a driving instructor trainee, there must be room in the cab for at least three people.

The other requirements mentioned under category B must also be met.

Category C1/E

A lorry, category C1, coupled to a trailer with an actual gross weight of at least 1 250 kg.

The vehicle combination shall have a length of at least 8 m and a maximum permissible laden weight not exceeding 12 000 kg. The top speed must be at least 80 kilometres per hour.

The load space of a trailer throughout its length shall be a closed car body or a closed tarpaulin structure, which is at least as high and wide as the driving cab.

Category C

A lorry with a length of at least 8 m, a width of at least 2.4 m and with a maximum permissible laden weight of at least 12 000 kg, and a top speed of at least 80 km per hour.

In addition, the lorry shall have anti-lock brakes, a transmission system that allows the driver to select gears manually, and a tachograph in accordance with Regulation (EU) 165/2014. The lorry must have an actual vehicle weight of at least 10 000 kg.

The lorry must be equipped with mirrors, see the Order on detailed regulations for the fitting-out and equipping and use of vehicles.

For use by the driving instructor and the driving examiner, in addition to the rear-view mirrors required by the Order on detailed regulations for the fitting-out and equipping and use of vehicles, the lorry must also be equipped with the following mirrors:

- 1) a category II exterior rear-view mirror on the right side,
- 2) an interior flat mirror with a reflecting surface of at least 50 cm² for observation of the learner, and
- 3) a category II exterior rear-view mirror on the left side.

The requirements for category II mirrors are set out in the Order on detailed regulations on the fitting-out, equipping, and use of vehicles. Mirrors may be replaced by a camera/monitor solution in accordance with the Order on detailed regulations for the fitting-out and equipping and use of vehicles. Line of sight to the camera/monitor solution, which is to replace the mirrors for the use of the driving instructor and the driving examiner, may not be adversely affected by the position, hand position, etc. of the learner driver.

The load space of a lorry throughout its length shall be a closed car body or a closed tarpaulin structure, which is at least as high and wide as the driving cab.

The lorry must be equipped with air brakes and a pressure gauge that shows the tank pressure.

There shall be space in the cab for at least two people. If an interpreter is required during the test, or if the vehicle is used for practice driving supervised by a driving instructor trainee, there must be room in the cab for at least three people.

The other requirements mentioned under category B must also be met.

Category C/E

A category C lorry coupled to a trailer with at least two axles or a semi-trailer – but not a centre-axle trailer (trailer with a rigid drawbar) – with a maximum permissible laden weight of at least 8 000 kg and a length of at least 7.5 m. Lorries that are part of a semi-trailer combination must meet the requirements listed under category C, except for the requirement of a length of at least 8 m and the requirement concerning the load space.

The vehicle combination must have a length of at least 14 m, a width of at least 2.4 m and a maximum permissible laden weight of at least 20 000 kg. The top speed must be at least 80 kilometres per hour.

The vehicle combination shall have ABS brakes. The actual vehicle weight of the vehicle combination shall be at least 15 000 kg.

The load space of a trailer or semi-trailer throughout its length shall be a closed car body or a closed tarpaulin structure, which is at least as high and wide as the driving cab.

The trailer or semi-trailer must be equipped with 2-line air brakes.

Category D1

A passenger car, category D1, for the carriage of more than 9 persons including the driver, with a maximum permissible laden weight exceeding 4 000 kg, a length of at least 5 m and a top speed of at least 80 km per hour. The vehicle must also have hydraulic service brakes with vacuum booster and ABS brakes, and a tachograph in accordance with Regulation (EU) 165/2014.

Passenger car, category D1, must be equipped with mirrors, see the Order on detailed regulations for the fitting-out and equipping and use of vehicles as regards mandatory rear-view mirrors.

For use by the driving instructor and the driving examiner, in addition to the rear-view mirrors required by the Order on detailed regulations for the fitting-out and equipping and use of vehicles, the passenger car, category D1, must also be equipped with the following mirrors:

- 1) a category II exterior rear-view mirror on the right side,
- 2) an interior flat mirror with a reflecting surface of at least 50 cm² the observation of the learner, and
- 3) a category II exterior rear-view mirror on the left side.

The requirements for category II mirrors are set out in the Order on detailed regulations on the fitting-out, equipping, and use of vehicles. Mirrors may be replaced by a camera/monitor solution in accordance with the Order on detailed regulations for the fitting-out and equipping and use of vehicles. Line of sight to the camera/monitor solution, which is to replace the mirrors for the use of the driving instructor and the driving examiner, may not be adversely affected by the position, hand position, etc. of the learner driver.

The other requirements mentioned under category B must also be met.

Category D1/E

A passenger car, category D1, coupled to a trailer with a weight of at least 2 m and an actual vehicle weight of at least 1 250 kg. The vehicle combination shall have a top speed of at least 80 kilometres per hour. The load space of a trailer throughout its length shall be a closed car body or a closed tarpaulin structure, which is at least 2 m high and 2 m wide.

Category D

A passenger car, category D, for the carriage of more than 9 persons including the driver, with a maximum permissible laden weight exceeding 5 000 kg, a length of at least 10 m, a width of at least 2.4 m and a top speed of at least 80 km per hour. The vehicle must also have ABS brakes, air brakes and a pressure gauge showing the tank pressure, as well as a tachograph in accordance with Regulation (EU) 165/2014.

Passenger car, category D, must be equipped with mirrors, see the Order on detailed regulations for the fitting-out and equipping and use of vehicles as regards mandatory rear-view mirrors.

For use by the driving instructor and the driving examiner, in addition to the rear-view mirrors required by the Order on detailed regulations for the fitting-out and equipping and use of vehicles, the passenger car, category D, must also be equipped with the following mirrors:

- 1) a category II exterior rear-view mirror on the right side,
- 2) an interior flat mirror with a reflecting surface of at least 50 cm² the observation of the learner, and
- 3) a category II exterior rear-view mirror on the left side.

The requirements for category II mirrors are set out in the Order on detailed regulations on the fitting-out, equipping, and use of vehicles. Mirrors may be replaced by a camera/monitor solution in accordance with the Order on detailed regulations for the fitting-out and equipping and use of vehicles. Line of sight to the camera/monitor solution, which is to replace the mirrors for the use of the driving instructor and the driving examiner, may not be adversely affected by the position, hand position, etc. of the learner driver.

The other requirements mentioned under category B must also be met.

Category D/E

A passenger car, category D, coupled to a trailer with a weight of at least 2.4 m and an actual vehicle weight of at least 1 250 kg. The vehicle combination shall have a top speed of at least 80 kilometres per hour. The load space of a trailer throughout its length shall be a closed car body or a closed tarpaulin structure, which is at least 2 m high and 2 m wide.

Tractor/motorised work machinery

A tractor with an unladen weight of at least 2 000 kg with a coupled trailer with an unladen weight of at least 800 kg.

The following tractors may be used for practice driving and practical tests:

- 1) A registered tractor.
- 2) An approved tractor.
- 3) An unregistered tractor.

If the tractors referred to in points 2 and 3 are used, authorization from the Danish Road Traffic Authority must be obtained beforehand. The authorization must accompany the vehicle in such circumstances. Vehicles must be covered by liability insurance.

Trailers for tractors referred to in points 2 and 3 need not be registered.

If a tractor is used permanently for practice driving or driving tests, it must be registered.

Commercial carriage of passengers

Category D1:

A passenger car as described under category D1.

If the applicant does not hold a category D1 driving licence, the vehicle must be approved for practice driving.

If the applicant holds a category D1 driving licence, the vehicle shall not be fitted with additional controls, additional mirrors or extra signal lamps for the direction-indicator lamps.

Category D:

A passenger car as described under category D.

If the applicant does not hold a category D driving licence, the vehicle must be approved for practice driving.

If the applicant holds a category D driving licence, the vehicle shall not be fitted with additional controls, additional mirrors or extra signal lamps for the direction-indicator lamps.

Vehicle for disabled person

The Danish Road Traffic Authority may allow a car that is specially equipped for use by a disabled person to be used by the owner for practice driving and the practical test.

If the car is equipped with a hand-operated service brake for operation with the right hand, the requirement for a brake pedal at the driving instructor's seat is waived if the hand-operated service brake can also be operated without difficulty from the driving instructor's seat.

Such authorization must accompany the vehicle in such circumstances and is valid until the vehicle owner has passed the practical test.

III. Common provisions

Student driver sign, advertising, etc.

During practice driving, motor vehicles, tractors, and vehicle combinations must be equipped with a white sign(s) bearing the words "SKOLEVOGN" (student driver - on a car) or "SKOLECYKEL" (student driver - on a moped/motorcycle) in black letters. The word "SKOLEVOGN" must have a total width of at least 290 mm and a font size of at least 80 mm. Similar requirements apply if a roof sign is used. The word "SKOLECYKEL" shall have a font size of at least 30 mm. The word "SKOLECYKEL" may be hyphenated after, "SKOLE-".

The student driver sign(s) shall be placed in a horizontal or almost horizontal position and in such a way that the sign is clearly visible both forward and rearward in relation to the longitudinal direction of the vehicle. The student driver sign may only be used during practice driving, including driving to and from the location where practice driving takes place.

During the practical test, a vehicle shall not bear student driver signs.

If a motor vehicle specifically equipped for practice driving is used for purposes other than practice driving and practical tests, the special controls must be removed, covered or locked in a secure manner, unless there is no one sitting in the seat from which these controls can be operated.

IV. Vehicles used on closed training grounds or at driving technique facilities

Motor vehicle and large mopeds registered for practice driving, as well as registered trailers, may be used without restriction on closed training grounds or driving technique facilities in connection with the training for driving licences of categories AM, A1, A2, A, B, C1, C, D1, D and E.

Vehicles used exclusively for practice driving on closed training grounds or driving technique facilities must be inspected and approved for that purpose by a testing centre. The vehicle does not need to be registered, but must be notified to the Danish Motor Vehicle Agency before it is put into use.

If the vehicle is brand new and EC type-approved, and the vehicle can be registered without a prior inspection, notification to the Danish Motor Vehicle Agency can also be made without a prior inspection.

The vehicle will subsequently be subject to periodic inspections in accordance with the rules of the Order on the approval and inspection of vehicles.

In order to be approved for practice driving on closed training grounds or driving technique facilities, the vehicle shall comply with the fitting-out and equipment provisions for the vehicle category in question and the provisions of the current Annex.

A lorry or a lorry with a coupled trailer, used exclusively on driving technique facilities, may be approved regardless of whether or not the actual vehicle weight requirements of this Annex are met. Additionally, the requirements concerning the load of vehicles or that the load space of the vehicle must be a closed car body or a closed tarpaulin structure throughout its length do not apply at driving technique facilities.

Semi-trailer combinations shall consist of a two-axle lorry with a coupled semi-trailer. The lorry must meet the requirements listed under category C, except for the requirement of a minimum length of 8 m and the requirement on the load space. The vehicle combination shall have a maximum permissible laden weight of at least 18 000 kg, a length of at least 12 m and a top speed of at least 80 km per hour.

A car can be approved even if it is not equipped with additional controls, additional rear-view mirrors or extra signal lamps for the direction-indicator lamps.

Vehicles used for practice driving on closed training grounds or driving technique facilities in connection with driver training for driving licences of categories AM, A1, A2, A, B, C1, C, D1, D and E must be covered by insurance in accordance with Chapter 16 of the Road Traffic Act. The insurance policy must be worded in such a way that the student who drives a large moped or a motor vehicle is covered by liability and accident insurance.

The insurance company may seek recourse against the driver in accordance with Section 108(2) of the Road Traffic Act.

Carrying out the driving tests

I. Driving test (General)

The purpose of the driving test

The purpose of the driving test is to assess whether the applicant has acquired the knowledge, skills and behaviour set as objectives for driver training and which are a condition for obtaining a driving licence.

Testing requirements and training objectives

The provisions on driver training and driving tests are contained in this Order and in the Danish Road Traffic Authority's teaching plans for driver training for the individual categories.

The provisions governing the theory test for small mopeds for applicants aged 18 are contained in this Order and in the Danish Road Safety Council guidelines on teaching and carrying out tests in the case of small mopeds.

The provisions on driver training and driving tests for vehicle combinations consisting of a passenger car and a large trailer (category B) with a maximum permissible laden mass of between 3 500 and 4 250 kg are contained in the Danish Road Traffic Authority's teaching plan for category B/E driver training and in this Order.

The teaching plans provide a detailed description of the content and scope of the driver training, specifying the purpose, main objectives and detailed milestones. The milestones constitute the actual guidelines for both teaching and assessment in the driving test, as they specify in detail what the student must be able to do and know at the end of each section and at the end of the course.

Theory and practical test material

For the detailed specifics of the performance requirements in the driver training and the driving test, please refer to the milestone descriptions for the teaching plans.

The teaching plans do not make a clear distinction between theory and practical training. This is mainly due to the need for theory to be in a context with practical teaching materials. However, the driving test as a whole consists of two parts; a theory test and a practical test.

I. 1. The theory test

The theory test is carried out in accordance with the Danish Road Traffic Authority's guidelines for driving tests.

Applicants who, due to special circumstances to be documented, cannot complete a standard general theory test, can get a referral to a special test. Such tests are carried out in accordance with the Danish Road Traffic Authority's guidelines for driving tests.

Theory test content common for categories AM, A1, A2, A, B, C1, C, D1, D, C1/E, C/E, D1/E and D/E

Applicants must demonstrate the necessary knowledge of the following subjects:

1. Road traffic regulations:

1.1. in particular traffic signs, markings and signals, rights of way and speed limits.

2. The driver:

- 2.1. the importance of vigilance and behaviour towards other road users,
- 2.2. perception, judgement and decision-making abilities, and, not least, reaction times and changes in driver behaviour in connection with the influence of alcohol, drugs, medication, mood swings, and fatigue.
3. The road:
 - 3.1. the main principles of safe distance from other vehicles, stopping distance, and vehicle stability under different weather and road conditions;
 - 3.2. the risk factors associated with driving in various road conditions, in particular how they shift in different weather conditions and at different hours of the day;
 - 3.3. the special characteristics of the different types of roads and the legal provisions that apply to them;
 - 3.4. safe driving in road tunnels.
4. Other road users:
 - 4.1. special risk factors due to the lack of experience of other road users as well as the most vulnerable road user groups, such as children, pedestrians, cyclists and people with reduced mobility;
 - 4.2. risks associated with the movements and driving characteristics of different types of vehicles, as well as the driver's varying field of vision.
5. General rules, regulations and other:
 - 5.1. rules concerning the administrative documents required for the use of the vehicle,
 - 5.2. general rules on how drivers should respond in the event of an accident (warning signs and alarms) and what they can do in a given case to help victims of a traffic accident,
 - 5.3 safety factors relating to the vehicle, its load and the carriage of persons.
6. Precautions to take when leaving a vehicle.
7. Mechanical conditions affecting road safety; the most common mistakes, particularly with regard to steering, suspension, brakes, tyres, lights and signalling devices, reflectors, mirrors, windscreen, windscreen wipers, exhaust system, seat belts and audible warning devices.
8. The safety equipment of the vehicle, in particular the use of seat belts, head restraints and safety equipment for children.
9. Rules for the use of the vehicle relating to respect for the environment (correct use of audible warning devices, moderate fuel consumption, limitation of pollutant emissions, etc.).

Specific content of the theory test for categories A1, A2 and A

Applicants must demonstrate general knowledge of:

1. Use of protective equipment such as gloves, boots, motorcycle clothing and crash helmet.
2. Visibility of the motorcyclist to other road users.
3. Risk factors associated with various road conditions, as mentioned above, with particular attention paid to slippery surfaces such as manhole covers, road markings such as lines, arrows and railroad tracks.
4. Mechanical conditions relating to road safety, as described above, with particular attention paid to kill switch, oil level, and the chain.

Theory test content specific to categories C1, C, D1, D, C1/E, C/E, D1/E and D/E

Applicants must demonstrate general knowledge of:

1. Rules on driving and resting times, as laid down in Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport, and on the use of recording equipment, as laid down in Regulation (EU) No 165/2014 of 4 February 2014 on tachographs in road transport.
2. Rules for the type of transport concerned: goods or passengers.
3. Vehicle and transport documents required for the national and international road carriage of goods and passengers.
4. Provisions relating to accidents; knowledge of what to do in the event of an accident or similar, including emergency assistance such as evacuation of passengers and basic knowledge of first aid.
5. Precautions when removing and mounting wheels.
6. Provisions relating to weight and dimensions and rules for speed limitation devices.
7. Restrictions on the field of vision due to the design of the vehicle.
8. Safety factors associated with the loading of the vehicle: checking of the load (location and securing), problems with different types of loads (e.g. liquids, hanging load, etc.), loading and unloading of goods, as well as the use of loading equipment (categories C1, C, C1/E and C/E only).
9. The driver's responsibility in the carriage of passengers, the comfort and safety of passengers, the carriage of children, and necessary checks before driving (categories D1, D, D1/E and D/E only).

Applicants for driving licences of categories C, C/E, D and D/E must demonstrate general knowledge of:

1. The principles of the structure and operation of internal combustion engines, fluids (e.g. engine oil, coolant, windscreen washer fluid), the fuel system, the electrical system, the ignition, the transmission system (clutch, gearbox, etc.).
2. Lubrication and frost protection.
3. The principles of the structure, mounting, correct use and maintenance of tyres.
4. The principles of different types of braking systems and speed limitation devices, their function, main parts, connection, operation and daily maintenance, as well as the operation of anti-lock brakes.
5. The principles of different types of coupling systems, their function, main parts, connection, operation and daily maintenance (category C and C/E only).
6. Methods for troubleshooting malfunctions.
7. Preventive maintenance of vehicles and necessary periodic repairs.
8. The driver's responsibility for the receipt, carriage and delivery of goods in accordance with the agreed conditions (categories C and C/E only).

Assessment of the theory test

Upon completion of the theory test, an assessment sheet shall be completed, showing the number of wrong answers. It also states whether the test has been passed or failed.

I. 2. Practical test

For the practical test, the applicant must demonstrate orientation and manoeuvring skills in road and traffic conditions of appropriate difficulty corresponding to the milestones in the teaching plan. The driving examiner must assess whether or not the applicant is able to adequately perform these skills. In addition, the applicant must demonstrate proficiency in controlling the mandatory equipment of the motorcycle, car or trailer. This part of the test should take place at an appropriate time in the practical test and should, as far as possible, be carried out before driving commences.

The practical test shall be conducted in accordance with this Order and the Danish Road Traffic Authority's guidelines for driving tests.

Duration of the test

Both the duration of the test and the distance travelled must be sufficient to allow for assessment of the skills and behaviours prescribed in point I.2 of this Annex. The driving time allocated and used for the practical test must not be less than 25 minutes for categories AM, A1, A2, A, B and B/E, and 45 minutes for categories C1, C, D1, D, C1/E, C/E, D1/E and D/E. The duration of time does not include the reception of the applicant, preparation of the vehicle, technical checks of the vehicle with regard to road safety, special manoeuvres, or communication of the result of the practical test.

Where will the test take place?

The part of the test that involves the assessment of special manoeuvres may take place on closed training grounds. The part of the test concerning behaviour in traffic should, as far as possible, take place on country roads, motorways and highways (or similar), as well as on all types of roads in urban areas (residential areas, 30 and 50 km/h zones, thoroughfares), as such have the potential to present the various types of difficulties that a driver of a motor vehicle may encounter.

Category AM

The practical test for category AM (large moped) is conducted according to the same principles as the practical test for categories A1, A2, and A, except that the special manoeuvres are not performed on closed training grounds, but in connection with manoeuvres on the road.

The practical test is conducted by checking the vehicle's equipment (preparation and technical check of the vehicle's condition) and by performing manoeuvres on the road (assessing specific manoeuvres and behaviour in traffic).

The practical test for category AM is carried out as manoeuvres on the road with the driving examiner as passenger in a following passenger car with a maximum permissible laden weight not exceeding 3 500 kg (passenger car M1, see the Order on detailed regulations on the fitting-out, equipping, and use of vehicles). The car, which must be equipped with a radio system for use by the examiner, is driven by the driving instructor.

The applicant shall provide the necessary vehicle(s). The vehicle must be in such a condition, including being clean, that the driving test can be conducted without difficulty.

Categories A1, A2 and A

The practical test for categories A1, A2 and A (motorcycle) is conducted by checking the vehicle's equipment (preparation and technical inspection of the vehicle's condition), by performing manoeuvres on closed training grounds (special manoeuvres), and as manoeuvres on the road (behaviour in traffic).

The practical test is carried out with the driving examiner as passenger in a following passenger car with a maximum permissible laden weight not exceeding 3 500 kg (passenger car M1, see the Order on detailed regulations on the fitting-out, equipping, and use of vehicles). The car, which must be equipped with a radio system for use by the examiner, is driven by the driving instructor. However, the driving examiner may assess the applicant's driving as a passenger on the applicant's motorcycle.

The applicant shall provide the necessary vehicle(s). The vehicle must be in such a condition, including being clean, that the driving test can be conducted without difficulty.

Preparation and checking the roadworthiness of the vehicle in terms of road safety (cross check)

Applicants must demonstrate that they are able to prepare for safe driving by meeting at least the following requirements:

1. Adjustment of protective equipment such as gloves, boots, motorcycle clothing and crash helmet.

2. Carrying out random checks of: tyres, brakes, steering, kill switch (if possible), chain, oil level, lights, reflectors, signalling devices and audible warning devices.

Check of special manoeuvres of significance to road safety (special manoeuvres)

After preparing and checking the technical condition of the vehicle, applicants must demonstrate that they are capable of at least the following:

1. Engage and disengage the motorcycle's kickstand and push the motorcycle ahead without using the engine by walking alongside the vehicle.
2. Park the motorcycle by placing it on the kickstand.
3. Perform at least two manoeuvres, which must be performed at low speed, including a slalom manoeuvre; these manoeuvres are intended to test clutch and brake control, balance, orientation, positioning on the motorcycle, and positioning of the feet on the footrests.
4. Perform at least two manoeuvres to be carried out at higher speed, of which one manoeuvre shall be carried out in second or third gears at a speed of not less than 30 km/h and one manoeuvre to avoid an obstacle shall be carried out at a speed of not less than 50 km/h; these manoeuvres are intended to assess placement on the motorcycle, orientation capability, balance, steering technique and gear shifting.
5. Perform at least two braking manoeuvres, including an emergency stop at a speed of at least 50 km/h: these manoeuvres are intended to test the handling of the front and rear brakes, orientation skills and positioning of the motorcycle.

Behaviour in traffic (manoeuvres on the road)

Applicants must be able to safely perform, as a minimum, all of the following manoeuvres in normal traffic situations, taking into account the necessary safety precautions:

1. Leaving a parking space, continuing driving after a stop in traffic, driving out of an exit.
2. Driving on straight stretches of road; passing oncoming vehicles, including narrow passages.
3. Driving around corners.
4. Crossroads: driving up to and through passing intersections and junctions.
5. Directional moves: turn right and left; change lanes.
6. Entering/exiting a motorway or similar (if available): enter the acceleration lane; exit the deceleration lane.
7. Overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, e.g. parked cars; (potentially) being overtaken by other traffic.
8. Special types of roads (if any): roundabouts, railroad crossings; light rail/bus stops; pedestrian crossings; ascending/descending long stretches of road; tunnels.
9. Take the necessary measures when leaving the vehicle.

Category B and B/E

The practical test for category B (ordinary car) and B/E (ordinary car with large trailer) is conducted by checking the vehicle's equipment (preparation and technical check of the vehicle's condition) and by performing manoeuvres on the road (assessing specific manoeuvres and behaviour in traffic).

The practical test is conducted with the driving examiner in the passenger seat next to the applicant. The applicant shall provide the necessary vehicle(s). The vehicle must be in such a condition, including being clean, that the driving test can be conducted without difficulty.

Preparation and checking the roadworthiness of the vehicle in terms of road safety (cross check)

Applicants must demonstrate that they are able to prepare for safe driving by meeting at least the following requirements:

1. Necessary adjustments to the seat to achieve the correct driving position.
2. Adjustment of rear-view mirrors, seat belts and head restraints, if available.
3. Checking that the doors close properly.
4. Carrying out random checks of: tyres, brakes, fluids (e.g. oil, coolant, wiper fluid), lights, reflectors, signalling devices and audible warning devices.
5. Checking safety factors relating to vehicle loading: car body, tarpaulins, load space doors, securing the driving cab in a locked position, loading method and securing the load (category B/E only).
6. Checking the coupling mechanism, brakes and electrical connections (category B/E only).

Category B: Check of special manoeuvres of significance to road safety (special manoeuvres)

A selection of the following manoeuvres must be checked as a minimum (at least two manoeuvres from the four points, including one manoeuvre in reverse gear):

1. Reverse in straight line or reverse right around a corner while remaining in the correct lane.
2. Perform a U-turn by driving forwards and backwards.
3. Park the vehicle and leave a parking space (parallel, diagonal or perpendicular, by reversing or driving forward, on level ground as well as on ascending and descending roads).
4. Apply precise braking.

Category B/E: Check of special manoeuvres of significance to road safety (special manoeuvres)

At least the following manoeuvres shall be checked:

1. Connect and disconnect, or disconnect and connect, motor vehicle and trailer; during this manoeuvre, the vehicle and trailer shall be side by side (i.e. not in line).
2. Reverse a curve.
3. Park safely for loading/unloading.

Behaviour in traffic (manoeuvres on the road)

Applicants must be able to safely perform, as a minimum, all of the following manoeuvres in normal traffic situations, taking into account the necessary safety precautions:

1. Leaving a parking space, continuing driving after a stop in traffic, driving out of an exit.
2. Driving on straight stretches of road; passing oncoming vehicles, including narrow passages.
3. Driving around corners.
4. Crossroads: driving up to and through passing intersections and junctions.
5. Directional moves: turn right and left; change lanes.
6. Entering/exiting a motorway or similar (if available): enter the acceleration lane; exit the deceleration lane.
7. Overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, e.g. parked cars; (potentially) being overtaken by other traffic.
8. Special types of roads (if any): roundabouts, railroad crossings; light rail/bus stops; pedestrian crossings; ascending/descending long stretches of road; tunnels.

Categories C1, C, D1, D, C1/E, C/E, D1/E and D/E

The practical test for categories C1, C (small and large lorries), D1, D (small and large buses), C1/E, C/E (small and large lorries with large trailers), D1/E and D/E (small and large buses with large trailers) is conducted by checking the vehicle's equipment (preparation and technical check of the vehicle's condition) and by performing manoeuvres on the road (assessing specific manoeuvres and behaviour in traffic).

The practical test is conducted with the driving examiner in the passenger seat next to the applicant. The applicant shall provide the necessary vehicle(s). The vehicle must be in such a condition, including being clean, that the driving test can be conducted without difficulty.

Preparation and checking the roadworthiness of the vehicle in terms of road safety (cross check)

Applicants must demonstrate that they are able to prepare for safe driving by meeting at least the following requirements:

1. Necessary adjustments to the seat to achieve the correct driving position.
2. Adjustment of rear-view mirrors, seat belts and head restraints, if available.
3. Random checks of tyres, steering, brakes, lights, reflectors, signalling devices and audible warning devices.
4. Check the power brakes and power steering; check the condition of the wheels, wheel bolts, mud flaps, windscreen, windows and windscreen wipers, fluids (e.g. engine oil, coolant and windscreen washer fluid); checking and using the instrument panel, including tachograph in accordance with Regulation (EU) No 165/2014.
5. Check tyre pressure, compressed air tanks, and suspension.
6. Checking safety factors relating to vehicle loading: car body, tarpaulins, load space doors and (if present) locking mechanism, securing the driving cab in a locked position, loading method and securing the load (only categories C1, C, C1/E and C/E).
7. Checking the braking mechanism, brakes, and electrical connections (categories C1/E, C/E, D1/E and D/E only).
8. Be able to take special precautions related to vehicle safety; inspection of vehicle body, doors, emergency exits, first aid equipment, fire-extinguishing equipment and other safety equipment (categories D1, D, D1/E and D/E only).

Check of special manoeuvres of significance to road safety (special manoeuvres)

At least the following manoeuvres shall be checked:

1. Connect and disconnect, or disconnect and connect, motor vehicle and trailer or semi-trailer (categories C1/E, C/E, D1/E and D/E only); during this manoeuvre, the vehicle and trailer shall be side by side (i.e. not in line).
2. Reverse a curve.
3. Park safely for loading/unloading at a loading bay, platform or similar (categories C1, C, C1/E and C/E only).
4. Parking for the safe boarding and alighting of passengers (categories D1, D, D1/E and D/E only).

Behaviour in traffic (manoeuvres on the road)

Applicants must be able to safely perform, as a minimum, all of the following manoeuvres in normal traffic situations, taking into account the necessary safety precautions:

1. Leaving a parking space, continuing driving after a stop in traffic, driving out of an exit.
2. Driving on straight stretches of road; passing oncoming vehicles, including narrow passages.
3. Driving around corners.
4. Crossroads: driving up to and through passing intersections and junctions.
5. Directional moves: turn right and left; change lanes.
6. Entering/exiting a motorway or similar (if available): enter the acceleration lane; exit the deceleration lane.
7. Overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, e.g. parked cars; (potentially) being overtaken by other traffic.

8. Special types of roads (if any): roundabouts, railroad crossings; light rail/bus stops; pedestrian crossings; ascending/descending long stretches of road; tunnels.
9. Take the necessary measures when leaving the vehicle.
10. Drive in a manner that is safe and reduces fuel consumption and emissions during acceleration, deceleration, driving uphill and downhill, and when it is necessary to select gears manually.

Assessment of the practical test

In the practical test, the examiner must first and foremost assess whether the applicant's performance reflects thorough learning in accordance with the teaching plan.

No actual driving "naturally" or completely perfect shall be required, but the driving examiner must distinguish between major and minor errors. Minor errors should not result in the test being failed, as the applicant's driving must be assessed as a whole. If the applicant's performance is characterised by several and, in particular, repeated minor errors, the driving test may, at the discretion of the driving examiner, be deemed as failed.

The practical test is also assessed in accordance with the Danish Road Traffic Authority's guidelines for driving tests.

The assessment must include the learner driver's ability to use the vehicle's controls and to drive in traffic while observing road safety. Driving errors and any form of risky behaviour that jeopardises the immediate safety of the test vehicle, passengers or other road users will result in a fail, regardless of whether or not such requires action by the examiner or accompanying person. However, the driving examiner is free to decide whether or not the practical test should be completed.

The driving examiner will also assess the applicant on the following points:

1. Command of the vehicle, including correct use of seat belts, mirrors, head restraints and seats; correct use of lights and other equipment; correct operation of the clutch, gearbox, accelerator, brakes (including third braking system, if fitted) and steering; control of the vehicle in various conditions and at various speeds; stable positioning on the road; weight, dimensions and characteristics of the vehicle, weight and nature of the load (categories B/E, C1, C, C1/E, C/E, D1/E and D/E); passenger comfort (categories D1, D, D1/E and D/E only) (no rapid acceleration, smooth driving and no hard braking).
2. Economical, safe and energy-efficient driving, taking into account engine speed, gear changes, braking and acceleration (categories B, B/E, C1, C, D1, D, C1/E, C/E, D1/E and D/E only).
3. Orientation skills: in all directions, correct use of mirrors and orientation at long, medium and close range.
4. Right of way: right of way at intersections and junctions, right of way in other situations (e.g. when changing direction, changing lanes, special manoeuvres).
5. Correct positioning on the road: correct positioning on the road, in lanes, in roundabouts, when driving around corners, appropriate to a vehicle's type and driving characteristics, timely position changes.
6. Distance: keep a safe distance from the vehicle in front and those to the side(s), keep a safe distance from other road users.
7. Speed: not exceeding speed limits, adjusting speed to weather and traffic conditions and, where applicable, to national speed limits, driving at a speed that allows braking within a visible and clear section of the road, adjusting speed to the general speed of other road users.
8. Traffic lights, road signs and other conditions: correct behaviour at traffic lights, obeying instructions from those giving directions, correct behaviour at road signs (prohibitions or requirements), taking appropriate precautions at road markings.

9. Signalling: signals where necessary, in a correct and timely manner, correct indication of direction, take appropriate precautions other road users:signal.
10. Braking and stopping: timely deceleration, braking and stopping according to circumstances, anticipation, use of different braking systems (only categories C, C/E, D and D/E), use of speed limitation systems other than brakes (only categories C, C/E, D and D/E).

II. Driving test for commercial carriage of passengers

The driving test for the commercial carriage of passengers consists of a theory test and a practical test.

II. 1. Theory test

The theory test is carried out in accordance with Section 1, Theory test. However, the theory test is assessed more strictly.

II. 2. Practical test

As part of the practical test, the applicant must be able to carry out checks, etc. of the vehicle's equipment in accordance with the Danish Road Traffic Authority's guidelines on driving tests.

Category D1

The applicant is examined in accordance with the Danish Road Traffic Authority's guidelines for driving tests, the provisions of the Order on bus transport, and the Danish Road Traffic Authority's Order on special requirements for buses.

The practical test places greater demands on the applicant's skills, and mistakes are judged more strictly than in the practical test for category D1 (small bus).

Category D

The applicant is examined in accordance with the Danish Road Traffic Authority's guidelines for driving tests, the provisions of the Order on bus transport, and the Danish Road Traffic Authority's Order on special requirements for buses.

The practical test places greater demands on the applicant's skills, and mistakes are judged more strictly than in the practical test for category D (large bus).

II. 3. Driving tests

The driving test for category D1 (small bus) and for the commercial carriage of passengers for category D1 can be taken at the same time, and the driving test for category D (large bus) and for the commercial carriage of passengers for category D can be taken at the same time. The theory test is then given as a theory test for the commercial carriage of passengers as under II. 1. The practical test is carried out as described in II. 2. The combined driving test is assessed in accordance with the Denmark's Road Safety and Transport Agency's guidelines for driving tests.

If the applicant's performance in the practical test is not sufficient to pass the driving test for the commercial carriage of passengers for category D1 or category D, respectively, the driving examiner must also be able to assess and judge whether the applicant's performance is sufficient to pass the driving test for either category D1 or category D.

III. Driving test for tractor/motorised work machinery

III. 1. The theory test

The applicants shall be examined orally and individually.

By verbal examination of the applicant regarding the vehicle fittings and equipment, the applicant shall be able to show that:

1. The steering mechanism can be operated easily, safely and quickly. Normal wear and tear must not cause significant play in the steering as a whole or in its individual parts.
2. The foot brake (service brake), which may be hydraulic or mechanical, must act on the wheels of at least one axle and be capable of braking the tractor safely, quickly and effectively at all speeds and under all load conditions.
1. It shall be possible to keep the tractor stopped on an inclined road (12 %) either by means of a parking brake, a transmission lock or by blocking the brake pedal.
2. The secondary brakes (which may be the hand brake or one circuit in a two-circuit brake system) shall be able to brake the tractor safely if the service brakes fail.
3. The brake pedal shall have approximately 1–4 cm of play in the top position. The brake pedal on hydraulic brakes should feel firm and should not sink when held down.
4. During these tests, the brake pedals must always be locked together.
5. In the case of mechanical brakes, however, before the locking, it shall first be verified that, under the same pressure, both pedals down the same amount.
3. The applicant must be familiar with the concepts of reaction distance, stopping distance, and total stopping distance. In addition, the applicant shall know the relationship between stopping distance and speed (e.g. the stopping distance becomes 4 times longer if the speed is doubled) and also know that the condition of the carriageway, if wet or dry, and the gradient of the carriageway as well as the load conditions of the vehicle may affect the stopping distance. The applicant must understand the significance of the readiness position to reaction time (the readiness position is assumed by moving the foot from the accelerator pedal to the brake pedal) and be aware of the danger of uneven brakes and the inappropriateness of block braking.
4. Knowledge of tractor stability, including tipping and rolling over.
5. Knowledge of the rules of the Road Traffic Act regarding lights, driving techniques when driving in the dark, and knowledge of which lights and reflectors the vehicle must be equipped with.
6. Knowledge of the rules of the Road Traffic Act regarding signals and signs.
7. Awareness of the danger of carbon monoxide poisoning.
8. Knowledge of how to avoid unnecessary noise, etc. through correct operation and maintenance of the tractor.

The purpose of the verbal questioning is to determine whether the applicant has sufficient knowledge of the vehicle and its operation to be able to identify any safety defects and to drive it without posing a risk to road safety.

The applicant must also demonstrate knowledge of the following road traffic rules:

1. The road traffic rules which are relevant to the driving of a tractor.

In particular, the applicant must demonstrate detailed knowledge and understanding of the following rules:

- a. The general rule of considerate behaviour and vigilance in traffic.
- b. On free passage of emergency vehicles, etc.
- c. On traffic over railway tracks, etc.
- d. In obligations in the event of a traffic accident.
- e. On the use of the different lanes of the road and their locations on the road.
- f. On the positioning of the tractor during cornering and turning, etc.
- g. About approaching vehicles at a bus stop.
- h. About approaching vehicles, overtaking, passing, changing lanes and merging.
- i. The rules of right of way.
- j. About obligations toward pedestrians.

k. Provisions on stopping and parking.

2. The Road Traffic Act's rules on the driver's responsibilities and obligations, including provisions on drink driving and illness, etc.

3. Police traffic control, other traffic control measures, road markings – including road signs and their meaning (but only signs that are relevant to tractors) – and other matters of importance to road traffic.

Other

1. During the verbal questioning on operation and traffic rules, the applicant must demonstrate knowledge of potential hazards and driving techniques in special situations, e.g. driving on uneven roads, in rain, fog, snow and ice, as well as basic knowledge of avoidance techniques in critical situations.
2. There shall be a thorough questioning about things that can't be tested at the specific location of the practical test, such as traffic lights.
3. Each applicant shall be questioned, during the theoretical part of the test, on things that fall under the section on vehicle fittings and equipment and on the rules that are relevant to the driving of a tractor.

III. 2. The practical test

The practical test for tractors is carried out with the driving examiner as passenger in a following passenger car with a maximum permissible laden weight not exceeding 3 500 kg. The car, which must be equipped with a radio system for use by the examiner, shall be provided by the applicant and driven by someone other than the test examiner. The practical test is conducted in a densely populated area.

Instructions for the driving examiner

Before the test, the examiner must check that the applicant is sitting in an appropriate driving position (adjusting the driver's seat if necessary) and that the applicant is observing the necessary safety precautions, e.g. by adjusting the fitted rearview mirrors, ensuring that there is adequate visibility through the windows and testing the signalling devices, brakes and steering.

During the test, the examiner must pay particular attention to whether the applicant complies with traffic regulations, whether the applicant understands how to adapt their driving (including speed and correct positioning of the vehicle on the carriageway) in relation to other conditions of the traffic, road, weather and light, and that the applicant shows the necessary consideration for other road users when the traffic situation presents a certain risk (road junctions, children playing, etc.), and that the applicant does not unnecessarily obstruct other traffic.

Driving must be characterised by sufficient foresight in relation to other traffic.

The instructions necessary for conducting the test shall be given by the driving examiner by radio from the following passenger car. Instructions must not be given that could cause the applicant to act contrary to traffic regulations or force the applicant into abnormal traffic situations. It is the responsibility of the driving examiner to arrange the test in such a way as to cause the least possible inconvenience to other traffic.

Manoeuvring tests

The examiner must pay attention to whether the applicant has ensured that the tractor is in neutral and that the handbrake is applied before starting the engine.

Manoeuvring tests shall be carried out, such as starting, braking on an inclined road, kerb parking (if there is no kerb, then at the outer edge of the carriageway), and reversing.

Reverse swing with a trailer attached around a corner or into a driveway, through a gate, or similar (marked-off if necessary).

The applicant must demonstrate that they are able to judge distances and speed correctly and know how to use the brakes correctly when starting on a sloping road, etc.

At test locations where traffic conditions prevent the test in motion from being carried out under as difficult conditions as desirable, the manoeuvring tests should be expanded to an appropriate extent.

Driving is carried out at normal traffic speeds, partly in less busy areas, partly in busier traffic, and partly on more open roads.

Driving in wider traffic lanes, preferably with adjoining streets on both sides. The route is planned so that one cuts across the larger traffic arteries and then turn left and right into and away from them. Special tests carried out during driving include, for example:

- 1) Turn from a busy street to the left into a narrow side street and vice versa, preferably where there are no traffic lights.
- 2) Turn right into a narrow side street.
- 3) Turning, especially to the left, at major intersections with traffic lights or where the carriageway consists of several lanes.